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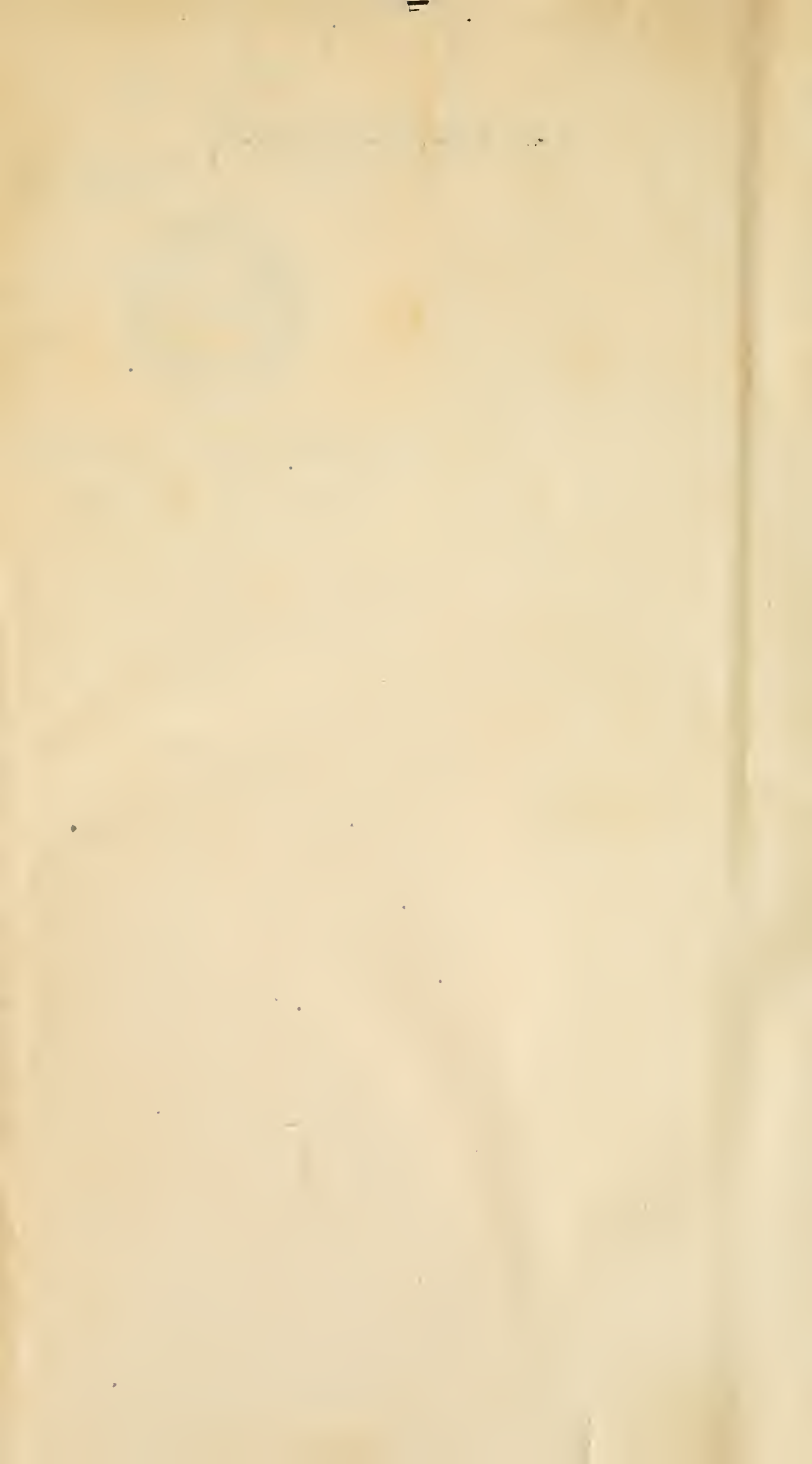
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ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS

AND THE

GENERAL SUPERINTENDENTS

OF THE

Wilmington, Columbia & Augusta

1

AND THE

Wilmington & Weldon

RAIL ROAD COMPANIES,

WITH THE

PROCEEDINGS OF THE GENERAL MEETING OF STOCKHOLDERS,

November 17th, 1875.



WILMINGTON, N. C.:

THE MORNING STAR STEAM POWER-PRESSES.

1875.

OFFICERS FOR 1875.

Wilmington, Columbia & Augusta R. R. Co.

ADMINISTRATIVE DEPARTMENT:

HON. R. R. BRIDGERS,

President.

COL. J. B. PALMER,

W. T. WALTERS, Esq.,

Vice-Presidents.

BOARD OF DIRECTORS:

W. T. WALTERS,	S. M. SHOEMAKER,	B. F. NEWCOMER,
J. D. CAMERON,	J. B. PALMER,	H. B. SHORT,
GEO. S. BROWN,	L. D. CHILDS,	W. H. GRAHAM.

J. W. THOMPSON, *Secretary and Treasurer.*

EXECUTIVE DEPARTMENT:

JAMES ANDERSON,	<i>General Superintendent.</i>
T. D. KLINE,	<i>Master of Transportation and Assistant Supt.</i>
W. H. TURRENTINE,	<i>Master of Machinery.</i>
P. McLAUGHLIN,	<i>Road Master.</i>
R. M. WALKER,	<i>Road Master.</i>
F. H. GORDON,	<i>Auditor.</i>
A. POPE,	<i>General Freight and Ticket Agent.</i>

OFFICERS FOR 1875.

Wilmington & Weldon Rail Road Company.

ADMINISTRATIVE DEPARTMENT:

HON. R. R. BRIDGERS,
President.

B. F. NEWCOMER, Esq.,
Vice President.

BOARD OF DIRECTORS:

W. A. WRIGHT,
GEORGE HARRISS,
C. H. BROGDEN,
W. H. WILLARD,
GEORGE HOWARD,

W. T. WALTERS,
B. F. NEWCOMER,
S. M. SHOEMAKER,
A. J. DEROSSET,
J. D. CAMERON.

J. W. THOMPSON, *Secretary and Treasurer.*

EXECUTIVE DEPARTMENT:

J. F. DIVINE,.....*General Superintendent.*
JAMES KNIGHT,.....*Master of Transportation.*
J. F. DIVINE,.....*Master of Machinery.*
JOHN BARRY,.....*Road Master.*
E. F. CASON,.....*Storekeeper.*
F. H. GORDON,.....*Auditor.*
A. POPE,*General Freight and Ticket Agent.*

PROCEEDINGS

OF THE

SIXTH ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Wilmington, Columbia & Augusta R. R. Co.

WILMINGTON, N. C., Nov. 17, 1875.

Pursuant to the published notice and the resolution adopted at the last annual meeting, the Stockholders of the Wilmington, Columbia and Augusta Rail Road Company convened at the office of the President, in the city of Wilmington, at 12 o'clock M. on Wednesday, the 17th of November, 1875, to hold the regular annual meeting.

On motion of B. F. Newcomer, Esq., Col. H. B. Short was called to the Chair, and J. W. Thompson was appointed Secretary.

It appearing that 2,867 shares of the capital stock of the Company were represented, being almost the entire number of shares, the meeting was declared to be duly organized.

The annual reports of Col. J. B. Palmer, President, and Hon. R. R. Bridgers, General Manager and Vice President, together with the reports of the Superintendent, Treasurer and Auditor, were submitted, and the Secretary was ordered to have 350 copies published with the proceedings for distribution.

The election for President being in order, Col. J. B. Palmer declined a re-election, and nominated Hon. R. R. Bridgers.

Mr. Bridgers received the unanimous vote of the meeting and was declared duly elected President.

The following gentlemen were then elected Directors: J. B. Palmer, W. T. Walters, B. F. Newcomer, H. B. Short, Geo. S. Brown, W. H. Graham, S. M. Shoemaker, J. D. Cameron and L. D. Childs.

On motion it was resolved that the next annual meeting be held in Wilmington on the Tuesday next succeeding the third Monday in November, 1876.

There appearing no other business, the meeting was declared to be adjourned.

H. B. SHORT, *Chairman*.

J. W. THOMPSON, *Secretary*.

PROCEEDINGS

OF THE

FORTIETH ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Wilmington & Weldon Rail Road Company,

Held at Wilmington on the 17th day of November, 1875, Wednesday,

11 o'clock A. M.

WILMINGTON, N. C., Nov. 17, 1875.

The Stockholders of the Wilmington and Weldon Railroad Company having this day assembled in conformity with a resolution adopted at the last annual meeting,

On motion of B. F. Newcomer, Esq., Governor Curtis H. Brogden was appointed Chairman and J. W. Thompson Secretary.

The Secretary and Major J. A. Engelhard were appointed a committee to verify proxies and ascertain the number of shares of the Company represented at this meeting. The committee reported 8,599 shares represented, of which 2,867 were represented by the holders in person and 5,732 by proxy.

Whereupon, it appearing that more than a majority of the shares of the capital stock was represented, the Chairman declared the meeting duly organized for the transaction of business.

Hon. R. R. Bridgers, President of the Company, made a verbal report of the condition and business of the Road, and stated that the annual reports of the several officers would be published with the proceedings of the Stockholders of the Wil-

mington, Columbia and Augusta Rail Road Company, and be ready for distribution in a few days.

On motion of Silas N. Martin, Esq., the meeting proceeded to the election of a President and ten Directors,

Whereupon Hon. R. R. Bridgers was unanimously elected President, and the following gentlemen Directors: W. A. Wright, A. J. DeRosset, George Harriss, C. H. Brogden, W. H. Willard, George Howard, W. T. Walters, B. F. Newcomer, S. M. Shoemaker and J. D. Cameron.

On motion it was resolved that the next annual meeting be held in Wilmington on the first Tuesday after the third Monday in November, 1876.

On motion of W. A. Wright, Esq., the thanks of the meeting were returned to his Excellency Governor Brogden, not only for the dignity and urbanity with which he has presided over the deliberations of the meeting, but for the interest his presence manifested in the affairs of the Company.

Governor Brogden acknowledged the compliment in a few well chosen remarks.

After which the meeting adjourned *sine die*.

C. H. BROGDEN, *Chairman*.

J. W. THOMPSON, *Secretary*.

President's Report.

WILMINGTON, N. C., November 17th, 1875.

To the Shareholders of the Wilmington, Columbia & Augusta Rail Road Company:

GENTLEMEN:—The reports of the General Manager, and of the Superintendents of the Wilmington, Columbia & Augusta Rail Road Company, and of the Wilmington & Weldon Rail Road Company are herewith submitted.

It will be observed that the net earnings of the Wilmington & Weldon Rail Road Company, for the twelve month ending September 30th, 1875, are \$269,509 25
To which should be added interest received,..... 3,371 23

		\$272,880 48
Amount of interest paid,.....	\$116,899 69	
“ “ Rental Dividends paid,	101,661 00	
“ invested in Real Estate and old accounts charged to Profit and Loss account,.....	9,207 24—	228,767 93

Net profit to credit of lessor,.....	\$44,112 55
The net earnings of the Wilmington, Columbia & Augusta Rail Road Company, for the same period, are....	\$136,158 60
To which add profit derived from operating the Wilmington & Weldon R. R. for the year,..	44,112 55

	\$183,271 15
Paid Coupon interest and discount,	282,323 59

Deficit,.....	\$99,052 44
Less proceeds of Bonds sold,.....	23,682 50

Net deficit,.....	\$ 75,369 93
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The freight receipts of the Wilmington, Columbia & Augusta Rail Road show a decrease of 26 per centum on local and an increase of 5 per centum on through freights. In the passenger receipts there is a decrease of 16 per centum in local and an increase of 6 per centum in through travel, from which it is apparent that the causes which have led to diminished receipts are local, and therefore, it is believed, temporary in their character. For further explanation under this head you are referred to the very full report of the General Manager.

The bills payable of the Wilmington, Columbia & Augusta Rail Road Company, which at the end of the fiscal year amounted to \$985,419 66 (exclusive of the \$20,000 for the payment of which the Charlotte, Columbia & Augusta Rail Road Company is liable) had, up to the 13th instant, been reduced by payments from our net earnings to \$921,348 72.

It is known to the Shareholders that the freight depots and shops, and engine houses of the Wilmington, Columbia & Augusta Rail Road are on Eagle Island, on the West side of the Cape Fear, while the depots and shops of the Wilmington & Weldon Rail Road are on the East side of the river, the two depots being connected by a track over nine miles in length.

It is essential to the economical working of the Wilmington, Columbia & Augusta Rail Road that its shops and depots should be removed to the Wilmington side of the river and connected with those of the Wilmington & Weldon Rail Road.

While, therefore, the business year opens with such fair prospects that it may reasonably be expected that its net earnings will exceed those of any preceding year, still, in view of the great importance to the permanent value of the property of the Company of the removal of the shops and depots above referred to, and the building of the necessary docks, etc., and the expense attending the same, it becomes necessary to ask the indulgence of the first mortgage bondholders till the changes referred to are made. Thenceforth, it is believed, there will be no trouble in promptly meeting our interest and gradually paying off our floating debt. The increased value of the road will fully compensate the holders of bonds, for which it is mort-

gaged as security, for the temporary suspension of the payment of coupons.

There can be no doubt as to the ultimate value of the Wilmington, Columbia & Augusta Rail Road if we are permitted to effect the changes and improvements to which we have alluded, and we would therefore earnestly recommend that they be made.

All of which is respectfully submitted.

JOHN B. PALMER,
President.

General Manager's Report.

WILMINGTON, N. C., November, 1875.

To the President and Directors of the Wilmington, Columbia and Augusta Rail Road Company:

I herewith submit the reports of the Superintendents, Treasurer and Auditor of the Wilmington, Columbia and Augusta and Wilmington and Weldon Rail Roads for the year ending the 30th of September, 1875.

From these reports it will be seen the roadway and rolling stock have been much improved, and the property increased in permanent value.

In the construction of the Roads they were not ballasted. For several years past on each of them large expenditures have been made in ballasting; the work especially on the Wilmington, Columbia and Augusta has been nearly completed. Had this work been done sooner much would have been saved in iron and rolling stock. In the future there will be a reduction of expenses in this item. During the year a Howe tress bridge has been completed across Fishing Creek at a cost of \$13,000, of which \$3,000 was paid the previous year. At the close of the war for want of means a trestle instead of a bridge was built across the creek. More than once the condition of the trestle, from high water, has very nearly interrupted the passage of trains. It was thought to be most economical to build a bridge instead of a trestle that required watching on every rise of the stream.

During the year there has been filled on the Wilmington, Columbia and Augusta Rail Road 400 lineal yards of trestle

and 300 on the Wilmington and Weldon Rail Road, which will be an annual saving of \$1 50 per lineal yard.

Gross receipts of the year.....	\$1,254,892 02
Operating expenses.....	846,224 17

Net balance.....	\$ 408,667 85
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The receipts have been reduced below the usual average by ruinously low rates at competing points and by great depression in every branch of business.

The truck and fruit business, which comes at a season when there is leisure in the Transportation Department, was entirely cut off by frost to an extent greater than for the past ten years. This business, which usually paid the Roads \$12,000 annually, has not yielded this year over \$4,000. Naval stores, which gives the Wilmington, Columbia and Augusta Railroad the largest item of local freight receipts, has been reduced in production more than one-fourth; there has been a diminution of 9,677 barrels of spirits of turpentine and 41,065 barrels of rosin. The price of that product has been until of late so ruinously low as to give the producer no net returns, which has greatly reduced the merchandise freight to the local stations. The white oak stave business, which heretofore employed many laborers, has been suspended. Only one of the eleven saw-mills on the line of the Road is now running. Of the several shingle companies only one continues to do a business on a large scale. In previous years the ton-timber transportation required a train; now it has been nearly suspended.

The great reduction of receipts has been in the local business in the items named, which will return again on the revival of business. The through business has been well maintained and compares favorably with former years. While forest products have had a diminished production with a diminished price, those of the soil have been more abundant.

It is hoped that such arrangements have been made as will secure rates for the coming year that will pay greater profit on competing freights.

The country along the line of Road has had one of the best crop

years ever known—made with smaller advances on the crop than any since the war. The producer has grown more of his supplies, which will leave less demand on the cotton crop. A better feeling seems to pervade business circles; all seem to be more hopeful, with the belief that the bottom of the financial depression has been reached. The opening fall trade shows an improvement on that of the preceding year. The outlook for business gives promise of a better year than the one just closed, while the rigid economy of the past two years leaves the producers less involved than when they sold all they produced and bought all they consumed.

In our system of accounts whatever is paid during the year is charged to operating expenses: construction account is closed. Although the expenditures increase the value of the property, still they are charged to operating expenses. While the system is very safe it often makes the net profits appear less than they really are shown to be for the year.

For the Wilmington, Columbia and Augusta Rail Road, in the previous year, 1,614 tons of iron were bought; this year 803 tons were bought, both on time. During the year \$51,132 40 has been paid, which is, after deducting old iron, \$30,127 32 more than the purchases of the year or the annual average requirement, yet it is charged in the operating expenses of the year. Two parlor cars have been completed, on which \$8,146 70 has been paid; filling trestle and ballasting have cost \$4,000, all of which adds to the value of the property. Also there is \$10,560 less of debts in the Superintendent's Office than at the beginning of the fiscal year, showing \$10,560 paid for previous years and \$54,449 32 for betterment of property—all of which, added to the apparent net, makes it \$193,607 92.

On the Wilmington and Weldon Rail Road there has been paid the sum of \$30,432 41 in like manner for iron, \$10,000 for Fishing Creek bridge, \$12,500 for parlor cars, \$4,000 for trestle filling and ballasting, and \$935 25 paid on wharf. These payments, made for the improvement of property and for previous year's iron, added together make \$57,867 66, which gives the real net for the year for both Roads \$520,984 83.

We begin the new year under more favorable circumstances than ever before. Roadway, motive power and rolling stock in a good and improved condition; require no new cars nor locomotives, and \$12,000 less new iron, with an unusually small amount of outstanding bills to pay in the incoming year. With the same business the balance sheet will show enough to meet interest and rent after the payment of all expenses. The agricultural prospects along the entire line are constantly improving. On the Wilmington, Columbia and Augusta Rail Road, although not so good a crop year as the preceding, there has been an increase of 6,660 bales of cotton in local shipment, and a full supply of grain has been grown. The common opinion is that trade is reviving and it will be a better business year than the one just closed, which thus far is fully sustained by the opening trade of the fall months.

The cost of operating the Roads can be diminished some \$10,000 to \$12,000 in the cost of fuel by buying cheap pine lands and let by contract to cut and deliver the wood on the side of the Road instead of buying it. There are at least three miles of trestle that can be filled for less than the average cost of two years' repairs, saving, after the same is done, not less than \$7,500 per annum in trestle repairs—substituting permanent for temporary work. A very great saving can be made by having one freight depot and one shop for the two Roads, one freight agent, several clerks and watchmen, one foreman in machine shops and one in the car shops, with the cost of running a stationary engine saved by the consolidation. If arrangements for this purpose were made on the east or city side of the Cape Fear river, on the property of the Wilmington and Weldon Rail Road, five and a-half miles of track, two of which is trestle, and running the cars over it would be saved. The part to be taken up is six and a-half miles, but one mile would be required to be built from the Union Depot to the river. It is difficult to make an accurate estimate of the cost of removal of shops and other changes necessary to bring about this consolidation, but a considerable portion of it would be met by the iron, cross-ties, spikes, &c., that would be taken up

and saved on the six and a-half miles of track now in use on the west side of the river, which would then be dispensed with, and in view of its great importance to the permanent value and productive capacity of the Wilmington, Columbia and Augusta Rail Road, I would earnestly recommend that steps be taken at as early a day as possible to bring about the change, feeling assured that it would result in a saving of \$20,000 to \$25,000 per annum in operating the Road.

The new wharf of the Wilmington and Weldon Rail Road is ample for the present for accommodating the trade of steamers and sail vessels for the two Roads, and will enable the commencement of the work of consolidation at any time it may be considered advisable.

In conclusion, I do not hesitate to say that a better business with better net results will be done the coming year.

Respectfully submitted,

R. R. BRIDGERS,
General Manager.

Superintendent's Report.

WILMINGTON, COLUMBIA & AUGUSTA RAIL ROAD CO.,

General Superintendent's Office,

WILMINGTON, N. C., November 17th, 1875.

HON. R. R. BRIDGERS, *General Manager Wilmington, Columbia and Augusta Rail Road:*

SIR—I respectfully submit my annual report of the operations of this Company for the fiscal year ending September 30th, 1875.

THE EARNINGS ARE

From through passengers.....	\$76,714 95	
“ local passengers.....	71,349 66—	\$148,064 61
“ freight.....		406,101 03
“ express.....		3,518 52
“ U. S. mails.....		25,882 13
“ Government transportat'n		1,379 59
“ minor sources.....		8,650 79—
Making total receipts from all sources		\$593,596 67
Equal to \$3,140 72 per mile of Road.		

THE EXPENSES ARE

By conducting transportation..	\$130,865 75
“ motive power.....	91,973 61
“ maintenance of cars.....	43,464 32
“ maintenance of roadway....	147,201 90
“ general expenses.....	40,932 49
Total.....	\$454,438 07
From which deduct the following extraordinary expenses:	
Excess paid for iron compared with previous year.....	\$30,127 32
Outstanding bills for material, &c., reduced.....	10,000 00
New cars built.....	8,640 00
Filling trestle and ballasting road-bed.....	4,230 00
New section houses, &c.....	1,452 00—\$54,449 32—
Making the actual operating expense	\$399,988 75
Leaving balance in favor of receipts,	\$193,607 92
Being 67.4 per cent. of the gross income.	

During the fiscal year 42,150 tons of local and 52,331 tons of through freight have been carried, making a total tonnage of 94,481 tons. A comparison with the previous year's business shows a decrease of 26 per cent. in local and an increase of 5 per cent. in through freight.

We have carried 46,385 local and 19,715 through passengers, which is a falling off in local of 16 per cent. and a gain of 6.2 per cent. in through travel.

ROAD DEPARTMENT.

The repairs and renewals in this department have been well maintained during the year. Eight hundred and two (802) tons of new iron rail and 53,216 cross-ties have been purchased and used in the track. About fifteen miles of the road-bed has been well ballasted with sand, many of the defective banks widened and filled up in proper form. The ditching has also been attended to so far as our limited force would permit. All the trestles on the line of road have been well kept in repair. The timber used for this purpose amounts to 287,000 feet. Thirty new frogs and two steel crossings have been put in the track—one at the crossing of the Camden Road, the other at the South Carolina Rail Road crossing near Columbia. One new section-house and warehouse has been built at Eastover, and five small shanties at various points on the line, for the accommodation of Road hands, have been erected during the year.

The sum of \$147,201 90 has been expended in this department as follows:

New iron, joints, chairs and fastenings.....	\$54,726 00
Paid for cross-ties.....	15,713 31
All other repairs and expenses.....	76,762 59
Total.....	<u>\$147,201 90</u>

It will be seen from the above statement that a large proportion of the expenditures in this department has been for material, thus increasing the value of your property that amount. I can safely report the Road is now in better condition than ever before.

MACHINERY DEPARTMENT.

No additions have been made to the number of our locomotives during the year.

On the 27th day of February last engine No. 23, attached to the day passenger train, when about fifteen miles east of Columbia, was thrown into a trestle, by running over a large ox, and was considerably damaged, causing an expenditure for repairs of \$2,963 23. The engines Nos. 6, 10, 11, 14, 18, 21 and 23 have been thoroughly repaired. All others are in first class order, except those reported otherwise in the tabular statement of your Master Mechanic, a copy of which is herewith submitted :

Number of miles run by passenger engines..	218,860
“ “ “ freight engines.....	215,759
“ “ “ road service engines.....	18,631
“ “ “ switching engines.....	53,353
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Total mileage.....	506,603
Average number of miles run to one cord of wood....	49.56
“ “ “ to one pint of oil.....	40.42
Cost of repairs per mile run.....	3.84
“ fuel per mile run.....	4.44
“ stores per mile run.....	.44
“ engineers, firemen and wipers.....	5.57
<hr/>	
Total cost per mile run.....	14.29

CAR DEPARTMENT.

Since my previous report one new first-class coach has been built and a second-class one nearly completed. Passenger coaches Nos. 9, 11 and 12 have been repainted and varnished. No. 5 second-class coach has been rebuilt and changed to No. 14. Three sets of new coach trucks have also been built and \$2,865 16 expended on repairs of Pullman's sleeping cars.

In the Freight Department three new box and four flat cars have been built to replace others worn out or destroyed. Three sets of new tender trucks and two new tender frames were also furnished for the Locomotive Department. Ten new push cars and twelve warehouse trucks have been built and furnished the Road Department. Six hundred and fifty new wheels have been used in repairs during the year, as follows :

On passenger, mail and baggage cars.....	146
On sleeping cars.....	90
On freight cars.....	236
On engine and tender trucks.....	178
Total.....	650

In addition to the above 325 old axles have been renewed on the ends and refitted in our shops.

The continued depression in the naval stores business, as well as every other industry from which we derive our local trade, has caused a reduction in our revenue, while the through business shows a small increase. This condition of things seems to indicate the necessity of perfecting our through connections and furnishing every facility and comfort to travel so that we may not only maintain but increase this business.

I am pleased to report that during the year our trains have been run with great regularity, and, with one exception, an entire exemption from accidents. No damage or injury has occurred to any passenger travelling over our line.

The employes generally have conducted themselves in a most commendable manner.

Respectfully submitted,

JAS. ANDERSON,
General Superintendent.

Superintendent's Report.

WILMINGTON AND WELDON RAIL ROAD COMPANY,
Office of General Superintendent.

WILMINGTON, N. C., November 17th, 1875.

HON. R. R. BRIDGERS, *President, &c.*:

SIR—I have the honor to submit my fourth annual report of the operations of this Company for the fiscal year ending September 30th, 1875:

RECEIPTS AND EXPENDITURES.

RECEIPTS.

From through passengers.....	\$106,778 63	
“ local passengers.....	103,770 32	—\$210,548 95
“ freight.....		403,746 81
“ express.....		7,118 58
“ U. S. mails.....		33,812 73
“ Government transportat'n		910 27
“ miscellaneous sources		5,158 01—\$661,295 35

EXPENDITURES.

By conducting transportation...	\$105,836 61	
“ motive power.....	84,116 07	
“ maintenance of cars.....	45,938 06	
“ maintenance of roadway.....	139,197 88	
“ general expenses.....	16,697 48	—\$391,786 10
Balance in favor of receipts.....		\$269,509 25
Per centage cost of operating road, 59½.		

ROAD DEPARTMENT.

This important portion of your road is in better condition than it has been for many years.

During the past season we have purchased and put in the track 1,200 tons of new (56 pounds to the yard) rail, making $13\frac{3}{4}$ miles. This, deducted from the balance of old original iron remaining in the track last year, leaves us with about $28\frac{1}{4}$ miles of the old rail still in use.

We have continued to run the gravel train through the entire year, ballasting about forty miles of the road-bed, which will reduce the expense of keeping up this, the most important part of the Road. The work of ditching and widening the embankments has also to a considerable extent been carried on. There has been about 800 feet of trestle filled in at Fishing Creek, and several other smaller ones completely filled up, thereby not only placing the Road in a better condition in this respect, but also reducing the amount of heavy timber which we have been necessarily compelled to purchase from year to year for keeping these trestles in proper repair. This item alone would in a few years pay the entire expense of running the gravel train.

The Howe truss bridge over Fishing Creek, which was commenced last year, has been completed at a cost of \$13,000. Ten thousand dollars of this amount was paid in the present year; the other \$3,000 appears in our previous year's expenses. This bridge is a splendid piece of work and well sustains the reputation of the builder, Mr. D. M. Renno. •

The expenditures of this department show an increase over last year of \$23,257 76, which is more apparent than real. The purchase of iron in the previous year was made on long time (in regard to payments for same), this year on short time, thereby causing the payment of \$30,432 41 more than belonged to the year. If the same time had been allowed on the present year's purchase this excess would have fallen in the coming year's expenditures. Taking this into consideration, and the \$10,000 paid on account of Fishing Creek bridge, the cost of maintaining the Road has been considerably less than the year before.

MACHINERY DEPARTMENT

Is in good condition, with the exception of some of the tools in the different shops, which are old style and much worn after years of constant use. I do not think it economy to continue their use.

All the locomotives and cars are in excellent order, repairs throughout having been fully maintained, and I am confident that our motive power and rolling stock are to-day in better

condition than ever before. No locomotives have been purchased during the year. We have one in shops rebuilding to take the place of an old engine which is completely worn out.

The two passenger coaches that were commenced year before last (work on them at that time suspended on account of panic) have been converted into parlor cars and are now nearly completed and ready for service. These cars when finished, including everything, will cost \$6,250 each, or \$12,500 for the two, and in regard to neatness and durability cannot be excelled by similar cars in use upon any road, either North or South. Not only will they be an important addition to our passenger equipment in way of comfort to the travelling public, but will also be the best advertisement we could possibly have given our line.

Below please find statement of passenger and freight equipment, as per Master Car Builder's report:

PASSENGER EQUIPMENT.		FREIGHT EQUIPMENT.	
First-class passenger coaches	11	Box cars	219
Second-class passenger coaches	8	Platform cars	129
Mail, baggage and express cars	3	Gravel cars	20
Mail and baggage cars	2		
Express cars	5		
Postal cars	3		
Paymaster's cars	1		
New parlor cars nearly finished	2		
Total	35	Total	368

NOTE.—Last year we reported five postal cars, this year only three, two of them having been sold to the Wilmington, Columbia and Augusta Rail Road during the year.

TRANSPORTATION DEPARTMENT.

The passenger business of this department shows, when taken in comparison with last year, a very slight difference. The freight, I regret to say, does not compare so favorably. The lumber, naval stores and early vegetable business, which here tofore maintained the receipts of the summer months, has through the entire season been light. This is the result in the lumber and naval stores trade of a general prostration of almost every kind of business. The vegetable and fruit business destined for the Northern markets, from which in former years we derived no small amount in way of freight, were, I may say, almost totally destroyed by the cold weather, damaging our

business not only so far as the outward freight was concerned, but also reducing the amount of inward merchandise which invariably follows as the proceeds from sale of Southern production. For the coming year I am glad to say we have every indication of a large increase in revenue from this business.

Our mail pay shows a gain of \$7,867 73 over last year. This is caused by the increase in weight of Government mails carried by us.

The express business continues very light, notwithstanding the increased facilities we have given that Company for the transportation of their freight.

Although the entire receipts from transportation show a falling off from last year, the expenses in this department have also been reduced in proportion.

Our trains, as in the past, continue to run with great regularity, and the prompt dispatch given to the business is in a great measure due to your Master of Transportation.

In conclusion, I take pleasure in saying that a cheerful obedience to all orders has characterized every officer and employee of this Company.

Respectfully,

JOHN F. DIVINE,
General Superintendent.

Statement of the Financial Condition of the Wilmington, Co-

Construction and property account.....	\$4,260,595	42	
Equipment account.....	532,435	58	
Six engines in service on W. & W. R. R..	70,500	00	
Land account.....	1,113	00	\$4,864,644 00
Stock in Cheraw & Salisbury Rail Road..	15,847	61	
" Wilmington Railway B. Co.....	10,000	00	
" Pioneer S. Boat Co. (p'd on acc't)	4,026	03	
" Chester & Lenoir Narrow Gauge			
Rail Road Company.....	347	10	\$30,220 74

ASSETS.

Bills receivable.....	1,199	40	
Due from Postoffice Department.....	6,302	85	
" Southern Express Company...	307	87	
" Agents.....	16,979	69	
" ex-Agents.....	9,089	45	
" Rail Road and Steamboat Cos.	67,925	59	
" individuals.....	9,993	55	
" Wil. Railway Bridge Co.....	36,044	06	
" Steamer Isis.....	13,496	58	
New iron rails.....	65,784	13	
Charlotte, Col. & Aug. R. R. loan acct...	20,000	00	
Cash.....	9,972	27	257,095 44
			\$5,151,960 18

WILMINGTON, N. C., SEPT. 30th, 1875.

J. W. THOMPSON, *Treasurer, in account current with the Wil-*
DR. the fiscal year ending

Assets at commencement of the year, as
shown by report of September 30, 1874. \$259,587 42

RECEIPTS.

From transportation of passengers.....	\$148,064	61	
" " freight.....	406,101	03	
" " express freight..	3,518	52	
" " mails.....	25,882	13	
" " from United States	1,379	59	
" miscellaneous sources.....	8,650	79	593,596 67

Amt rec'd from Wil. & Weldon R. R., net earnings for year not otherwise applied	44,112	55	
Net sales of 24 bonds.....	23,632	50	
Interest received in settlement of acc'ts..	2,449	28	70,194 33
Increased debt this year... ..			74,368 82
			\$997,747 24

WILMINGTON, N. C., SEPT. 30th, 1875.

lumbia and Augusta Rail Road Company, September 30, 1875.

Capital stock.....		\$300,000 00
First mortgage bonds.....	\$3,200,000 00	
Income bonds.....	600,000 00—	3,800,000 00

FLOATING DEBT.

Bills payable.....	1,005,419 66	
Due Wil. Railway Bridge Co. (receipts)..	25,388 48	
Due on pay roll.....	15,745 48	
Due other Companies and individuals...	4,672 55—	1,051,226 17
Profit and loss.....		734 01

\$5,151,960 18

F. H. GORDON, *Auditor.*

mington, Columbia and Augusta Rail Road Company, for September 30th, 1875. Cr.

Paid operating expenses for the year ending this date:		
Conducting transportation.....	\$130,865 75	
Maintenance of cars.....	43,464 32	
Motive power.....	91,973 61	
Maintenance of roadway.....	147,201 90	
General expenses.....	40,932 49—	\$454,438 07
Land purchased..	1,113 00	
Balance of deduction from debts due the Company, charged to profit and loss...	2,430 04	
Paid for stock in Chester and Lenoir Narrow Gauge Rail Road.....	347 10	
Paid coupons, interest and discount.....	282,323 59—	286,213 73
Assets at close of the year.....		257,095 44

\$997,747 24

J. W. THOMPSON, *Treasurer.*

Statement of the Financial Condition of the Wilmington

ASSETS.

Railroad and appurtenances, including cost of construction, &c.....	\$3,207,938 28	
New equipment.....	75,890 23—	\$3,283,828 51
Stock in Wilmington Railway Bridge Co.	10,000 00	
Stock in Wil. and Weldon Rail Road Co..	3,900 00	
Bonds of this Company...	15,000 00	
Stock in Steamer Vesta.....	5,000 01—	33,900 01
Bills receivable.....	960 74	
Amt due from Postoffice Department....	7,705 50	
“ “ other Companies.....	11,787 67	
“ “ individuals.....	5,129 82	
“ “ Agts in service....	\$6,666 74	
“ “ Agts out of service..	19,460 97	26,127 71
“ “ Wil. Railway Bridge Co..	25,771 43	
“ “ Southern Express Co.....	414 27	
“ of suspense account.....	2,066 31	
“ of Wil., Col. & Aug. R. R. Co. lessee..	9,589 77	
“ of cash in hand.....	15,159 65—	104,712 87
		<hr/> \$3,422,441 39

J. W. THOMPSON, *Treasurer, in account current with the*
DR. *Year ending*

To assets at commencement of
the year..... \$132,305 73

TO EARNINGS

From freights.....	\$403,746 81	
“ passengers.....	210,548 95	
“ mails.....	33,812 73	
“ express.....	7,118 58	
“ United States... ..	910 27—	\$656,137 34
To minor sources of income....	5,158 01—	661,295 35
To interest received.....		3,371 23
To net amount of 24 bonds sold.		23,632 50

\$820,604 81

and Weldon Rail Road Company, September 30th, 1875.

LIABILITIES.

Capital stock.....		\$1,456,200 00
6 $\frac{1}{2}$ cent. sterling bonds £129,740, at \$5 $\frac{1}{2}$ £	\$648,700 00	
7 " " 44,280, at \$5 $\frac{1}{2}$ £	221,400 00	
7 " gold interest bearing bonds....	749,000 00—	1,619,100 00

FLOATING DEBT.

Due to individuals and other Companies	1,518 42	
Unpaid dividends.....	7,222 50	
Due on pay rolls.....	14,874 20—	23,615 12
Profit and loss.....		323,526 27

\$3,422,441 39

F. H. GORDON, *Auditor.*

*Wilmington and Weldon Rail Road Company for Fiscal
September 30, 1875.*

Cr.

BY OPERATING EXPENSES :

For conducting transportation.....	\$105,836 61	
" motive power.....	84,116 07	
" maintenance of cars.....	45,938 06	
" maintenance of roadway.....	139,197 88	
" general expense.....	16,697 48—	\$391,786 10
Paid mileage of cars.....		3,255 11
" for real estate.....		719 60
" bal. of old claim of Gilbert E. & Co.		354 98
" balance of deduction on old debts closed by profit and loss.....		4,510 05
Paid am't of reduction of debt this year..		27,960 36
" coupons, interest and discount.....	117,899 69	
" rental dividends.....	101,661 00—	219,560 69
Assets at close of the year.....		104,712 87
Paid net profits for the year, not other- wise applied, to Wil., Col. and Augusta Rail Road Co. lessee.	44,112 55	
Net sales of 24 bonds.....	23,632 50—	67,745 05
		\$820,604 81

J. W THOMPSON, *Treasurer.*

Statement of Gross Receipts and Operating Expenses of the Wilmington, Columbia & Augusta Rail Road Company from the 1st of October, 1874, to 30th September, 1875.

MONTHS.	Amount from Through Passengers.	Amount from Way Passengers.	Total from Passengers.	Freight.	Express Freight.	United States' Mail.	Government Transportation.	TOTAL.	Minor Sources.	TOTAL.	EXPENSES.
1874.											
October	7,209 11	6,957 26	14,166 37	58,696 23	360 03	2,055 25	.....	75,277 88	134 65	75,412 53	32,652 04
November	7,905 29	7,925 89	15,831 18	43,366 11	394 01	2,055 25	.....	61,646 55	775 00	62,421 55	40,014 24
December	4,552 99	10,852 66	15,405 65	42,652 02	496 45	2,055 25	.....	60,609 37	102 56	60,711 93	43,545 94
1875.											
January	8,676 66	8,724 30	17,400 96	33,817 67	283 31	2,055 25	.....	53,557 19	344 03	53,901 22	45,901 75
February	7,792 14	5,551 40	13,343 54	34,536 51	264 20	2,055 25	1,174 33	51,373 83	164 94	51,538 77	41,984 62
March	9,611 71	5,867 06	15,478 77	33,125 24	354 97	2,055 25	.....	51,014 23	84 98	51,099 21	47,494 02
April	9,045 61	4,209 58	13,255 19	28,671 67	268 80	2,055 25	3 30	44,254 21	265 25	44,519 46	42,141 56
May	4,987 15	4,094 73	9,081 88	21,617 78	242 47	2,055 25	15 12	33,012 50	1,970 73	34,983 23	36,890 97
June	3,189 06	3,663 95	6,853 01	21,414 83	204 13	3,137 28	.....	31,609 25	51 86	31,661 11	30,156 00
July	4,102 37	4,544 63	8,647 00	19,569 08	191 21	2,100 95	.....	30,508 24	1,448 42	31,956 66	30,433 88
August	5,063 96	4,425 37	9,489 33	22,421 92	151 07	2,100 95	186 84	34,350 11	148 68	34,498 79	32,053 83
September	4,578 90	4,552 83	9,111 73	46,211 97	307 87	2,100 95	.....	57,732 52	3,159 69	60,892 21	30,868 62
	76,714 95	71,349 66	148,064 61	406,101 03	3,518 52	25,882 13	1,379 59	584,945 88	8,050 79	593,596 67	454,438 07

F. H. GORDON, Auditor.

Statement of Expenditures of the Wilmington Columbia & Augusta Rail Road, for the Year ending Sept. 30th, 1875.

CONDUCTING TRANSPORTATION.

Advertising	\$ 1,526 05
Agents and Assistants at Stations	18,362 48
Agents, Soliciting	19,238 36
Brakemen	7,119 01
Car Cleaning and Inspecting	2,565 09
Car Furniture and Fixtures	342 88
Watchmen	3,759 23
Clerks	12,842 40
Conductors and Baggage Masters,	9,879 36
Dispatchers and Yard Masters	1,250 00
Drawback and Allowance,	9,201 74
Expenses of Stations, except Labor.	595 52
Fuel for Stations	178 50
Fuel for Cars	210 00
Incidentals	1,988 74
Labor at Stations	13,167 74
Light at Stations	1,124 41
Light of Cars	1,321 67
Loss and Damage	5,296 95
Mail Service	525 00
Office Furniture	297 91
Personal Injury	1,377 78
Printing and Stationery	7,004 26
Revenue and Postage Stamps	255 38
Stations, Repairs of, and Rent,	205 72
Superintendence	2,055 28
Stock Killed,	3,841 45
Switchmen	1,756 97
Telegraph Expenses, including Operators	3,526 47
Wrecking	49 40
Total,	\$130,865 75

MAINTENANCE OF CARS.

Cars, Passenger and Baggage, Repairs of	19,084 69
Cars, Express, Repairs of	1,754 70
Cars, Freight, Repairs of	14,253 61
Cars, Mail, Repairs of	1,865 65
Car Shops and Sheds, Repairs of	64 69
Fuel for Stoves	236 50
Incidentals	234 57
Oil, Waste and Packing	3,549 06
Superintendence	1,861 62
Tools and Repairs of Tools	559 23

Total

\$43,464 32

MOTIVE POWER.

Engineers and Firemen	\$29,913 73
Fuel for Locomotives	24,294 52
Fuel for Shops	1,261 90
Incidentals	493 62
Locomotive Engines, repairs of	21,492 53
Oil and Tallow	3,851 18
Patterns and Tools, repairs of	1,974 62
Shops and Engine Houses, repairs of	642 34
Shop Machinery, repairs of	488 61
Superintendence	810 00
Waste and Packing	513 45
Watchmen and Engine Wipers	3,048 48
Water, Wood and Coal Stations, labor at	2,956 33
Water, Wood and Coal Stations, repairs of	232 30
Total	<hr/> \$91,973 61

MAINTENANCE OF ROADWAY.

Bridges and Trestles, repairs of	17,528 76
Cars, Road, repairs of	284 91
Crossties	15,713 31
Depot Grounds and Buildings, repairs of	1,088 05
Division Houses, repairs of	148 70
Frogs and Switches, repairs of	1,046 79
Incidentals	309 32
Iron Rails	51,132 40
Joints and Chairs	2,582 64
Platforms and Road Crossings, repairs of	25 05
Road Bed, repairs of	4,529 79
Spikes	645 32
Superintendence and Supervisors	2,833 59
Tools and repairs of Tools	758 13
Track, repairs of	34,604 73
Subsistence	12,749 57
Watchmen	1,220 84
Total	<hr/> \$147,201 90

GENERAL EXPENSES.

Traveling Expenses	\$1,001 54
Legal Expenses	2,656 40
Miscellaneous Expenses	2,385 69
Printing and Stationery	171 26
Salaries of Officers	13,815 25
Taxes—State, Municipal and County	20,902 35
Total	<hr/> \$40,932 49

RECAPITULATION OF OPERATING EXPENSES.

Conducting Transportation.....	\$130,865 75
Motive Power.....	91,973 61
Maintenance of Cars.....	43,464 32
Maintenance of Roadway	147,201 90
General Expenses.....	40,932 49

Total.....\$454,438 07

*Statement of Gross Receipts and Operating Expenses of the Wilmington & Weldon Rail Road Company
for the Fiscal Year ending September 30th, 1875.*

MONTHS.	PASSENGERS.		Amount from		Total from Passen- gers.	Freight.	Express Freight.	United States' Mail.	Govern- ment Trans- porta- tion.	TOTAL.	Minor Sources	TOTAL EXPENSES	NET.
	Thro'	Local.	Through Passen- gers.	Local Passen- gers.									
1874.													
October...	1,466	4,072	7,750 71	10,406 45	18,157 16	59,909 50	617 71	2,078 75	238 08	81,001 20	171 53	81,172 73	49,912 29
November.	1,500	5,286	13,822 31	11,734 76	25,557 07	50,982 75	734 40	2,078 75	.....	79,352 97	11 37	79,364 34	43,507 25
December.	1,431	6,121	5,484 39	14,582 96	20,067 35	46,903 94	915 43	2,078 75	.....	69,965 47	220 97	70,186 44	35,610 36
1875.													
January...	2,045	5,349	10,631 32	10,173 81	20,805 13	32,442 19	566 72	2,078 75	.....	55,892 79	80 40	55,973 19	17,722 18
February..	1,905	5,550	10,567 12	7,218 09	17,785 21	29,687 26	526 17	2,078 75	.....	50,077 39	31 38	50,108 77	17,236 67
March....	3,136	4,035	13,005 04	7,638 88	20,643 92	36,586 76	672 37	2,078 75	.....	50,981 80	26 62	50,008 42	23,808 97
April.....	2,578	3,719	12,538 44	7,135 65	19,674 09	29,901 82	565 57	2,078 75	2 93	52,223 17	3 84	52,227 01	14,240 55
May.....	1,475	4,663	8,493 58	7,674 89	16,168 47	18,775 69	789 15	2,078 75	.....	37,812 06	2,256 94	40,069 00	7,881 74
June.....	1,265	3,848	5,383 36	6,277 64	11,661 00	19,060 35	692 53	9,477 23	.....	40,891 11	85 15	40,976 26	10,674 68
July.....	1,391	4,075	6,003 02	6,604 58	12,607 60	17,348 86	376 55	2,407 16	.....	32,740 17	954 25	33,694 42	8,265 45
August....	1,410	3,955	6,543 24	6,846 74	13,389 98	20,293 90	247 71	2,407 16	.....	36,338 75	122 23	36,460 98	9,094 74
September.	1,276	3,986	6,556 10	7,475 87	14,031 97	41,853 78	414 27	2,891 18	669 26	59,800 46	1,193 33	61,053 79	31,404 37
	20,968	54,659	106,778 63	103,770 32	210,548 95	403,746 81	7,118 58	33,812 73	910 27	656,137 34	5,158 01	661,295 35	269,509 25

F. H. GORDON, Auditor.

*Statement of Expenditures of the Wilmington & Weldon
Rail Road, for the Year ending Sept. 30th, 1875.*

CONDUCTING TRANSPORTATION.

Advertising	\$ 1,392 75
Agents and Assistants at Stations.....	20,511 39
Agents, Soliciting	16,792 80
Brakemen	5,132 48
Car Cleaning and Inspecting... ..	688 72
Car Furniture and Fixtures.....	518 79
Car Service.....	37 50
Clerks	7,543 37
Conductors and Baggage Masters,.....	7,735 51
Watchmen.....	4,149 03
Drawback and Allowance,.....	7,988 93
Expense of Stations, except Labor.	563 48
Fuel for Stations.....	140 00
Fuel for Cars	472 50
Incidentals	2,491 46
Labor at Stations.....	8,756 79
Light at Stations.....	970 63
Light for Cars.....	581 77
Loss and Damage.....	5,540 79
Mail Service.....	25 00
Office Furniture.....	40 50
Personal Injury.....	2,208 40
Printing and Stationery.....	6,261 45
Revenue and Postage Stamps.....	218 78
Stations, Repairs of, and Rent,.....	1,195 75
Superintendence	1,620 00
Stock Killed,.....	649 78
Switchmen	727 97
Telegraph Expenses, including Operators.....	787 34
Wrecking	93 25

Total,.....\$105,836 61

MAINTENANCE OF CARS.

Cars, Passenger and Baggage, Repairs of.....	\$ 20,670 33
Cars, Express, Repairs of.....	1,575 47
Cars, Freight, Repairs of.....	13,673 55
Cars, Mail, Repairs of.....	1,577 90
Car Shops and Sheds, Repairs of.....	1,684 15
Fuel for Stoves.....	8 50
Incidentals	734 67
Oil, Waste and Packing.....	2,643 95
Superintendence.....	2,613 20
Tools and Repairs of Tools.....	756 34

Total.....\$ 45,938 06

MOTIVE POWER.

Engineers and Firemen	\$ 20,733 14
Fuel for Locomotives	22,714 75
Fuel for Shops	2,584 62
Incidentals	1,359 33
Locomotive Engines, repairs of	22,914 56
Oil and Tallow	3,807 64
Patterns and Tools, repairs of	1,583 76
Shops and Engine Houses, repairs of	1,365 67
Shop Machinery, repairs of	519 82
Superintendence	1,070 00
Waste and Packing	238 41
Watchmen	815 98
Water, Wood and Coal Stations, labor at	3,395 07
Water, Wood and Coal Stations, repairs of	1,013 32
Total	\$ 84,116 07

MAINTENANCE OF ROADWAY.

Ballast	\$ 25 00
Bridges and Trestles, repairs of	12,707 69
Cars, Road, repairs of	597 22
Subsistence	10,280 21
Crossties	18,443 99
Depot Grounds and Buildings, repairs of	871 52
Division Houses, repairs of	16 87
Frogs and Switches, repairs of	1,701 19
Incidentals	102 06
Iron Rails	44,857 83
Joints and Chairs	728 04
Oil, Tallow, Waste, &c.	6 20
Platforms and Road Crossings, repairs of	185 23
Road Bed, repairs of	8,865 72
Spikes	1,838 16
Superintendence and Supervisors	1,696 10
Tools and repairs of Tools	2,199 64
Track, repairs of	32,458 93
Watchmen	643 83
Wharves and Landings, repairs of	972 45
Total	\$139,197 88

GENERAL EXPENSES.

Legal Expenses.....	\$ 1,492 76
Miscellaneous Expenses.....	2,102 95
Printing and Stationery.....	16 06
Salaries of Officers.....	12,170 25
Traveling Expenses.....	915 46
Total.....	<hr/> \$16,697 48

ABSTRACT OF TONNAGE

OVER WILMINGTON, COLUMBIA AND AUGUSTA RAIL ROAD FROM OCTOBER 1, 1874, TO SEPTEMBER 30, 1875.

COTTON.	Bales.	NAVAL STORES.		MERCHANDISE.
		SPIRITS TURPENTINE.	ROSIN	
Forwarded over entire Road....	122,885	25,549 Bbls.	126,369 Bbls.	Total pounds moved,.....156,928,011
of which there was forwarded f'm				of which there was forwarded
Brinkley's.....	5			From Wilmington..... 45,119,646
Flemington.....	18			" Florence..... 26,233,647
Whiteville.....	117			" Union Depot..... 42,283,314
Fair Bluff.....	139			" Way Points..... 43,291,404
Nicholls.....	963			
Mullins'.....	998			
Marion.....	6,896			
Pee Dee.....	3,668			
Mars Bluff.....	1,223			
Florence.....	811			
Ebenezer.....	619			
Timmons ville.....	3,633			
Cartersville.....	681			
Lynchburg.....	3,259			
Mayesville.....	3,698			
Suiter.....	10,711			
Wedgfield.....	573			
Wateree.....	503			
Acton.....	765			
Groveswood.....	1,040			
Columbia (proper).....	3,381			
Connecting road at Columbia				
to Charleston.....	22,807			
Connecting roads at Columbia				
to Northern points.....	56,377-122,885			

of which there was forwarded to Wilmington
21,408 to Charleston
3,896 to Western and Southern points
16,231
1,355

Sticks Timber,
1,425
Superficial feet,
1,627,722

RECAPITULATION.

Total pounds moved188,962,419
Total tons moved..... 94,481
A. POPE, General Freight Agent.

ABSTRACT OF TONNAGE

OVER WILMINGTON, AND WELDON RAIL ROAD FROM OCTOBER 1, 1874, TO SEPTEMBER 30, 1875.

COTTON.	Bales	NAVAL STORES.		MERCHANDISE.
		SPIRITS TURPENTINE.	ROSIN.	
Forwarded over entire road....	139,235	8,529 Bbls.	52,884 Bbls.	Total pounds moved..... 205,027,765
of which there was forwarded f'm				of which there was forwarded
Rocky Point.....	208			From Portsmouth and Richmond.131,440,528
Leesburg.....	4			Wilmington... 19,319 656
Duplin Road.....	222			Way stations..... 50,440 661
Teachey's.....	11			Union Depot..... 13 626 920
Magnolia.....	445			
Warsaw.....	1,391			
Bowden's.....	59			
Faison's.....	1,646			
Mount Olive.....	965			
Dudley.....	215			
N. C. and A. & N. C. Rail Roads	5,692			
Goldsboro.....	10,330			
Pikeville.....	39			
Fremont.....	1,911			
Black Creek.....	836			
Wilson.....	11 226			
Toisnot.....	2,681			
Sharpsburg.....	389			
Rocky Mount.....	6,141			
Tarboro.....	13,790			
Battleboro.....	3,697			
Whitaker's.....	2,632			
Enfield.....	5,374			
Halifax.....	2 230			
Wilmington (proper).....	2 223			
Connecting roads at Wilmington.	64,968—139,235			Total pounds moved.....277,475,036
Delivered to connecting roads at				Total tons moved..... 138 737 500
Weldon.....	118,416			
Forwarded from local stations..	68,575			
Rec'd from connecting roads...	70,660			

RECAPITULATION.

Total pounds moved.....	277,475,036
Total tons moved.....	138 737 500

A. POPE, General Freight Agent.



*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	WILMINGTON.					
	Freight.	PASSENGER.			Total.	
		Through.	Local.	Total Passenger.		
1874.						
October	\$ 7,764 74	627 34	1,538 00	2,165 34	9,930 08	
Nov'ber.	8,929 39	886 06	1,633 74	2,519 80	11,449 19	
Dec....	10,367 09	970 25	2,433 19	3,403 44	12,770 53	
1875.						
Jan....	5,539 14	593 21	1,609 30	2,202 51	7,741 65	
Feb....	4,875 06	562 95	1,425 02	1,987 97	6,863 03	
March..	3,458 33	998 45	1,678 39	2,676 84	6,135 17	
April...	4,283 84	813 95	1,432 63	2,246 58	6,530 42	
May....	3,936 27	955 42	1,107 76	2,063 18	5,999 45	
June...	3,064 10	869 64	972 26	1,841 90	4,906 00	
July...	4,449 87	937 65	1,095 16	2,032 81	6,482 68	
August.	4,841 92	1,083 39	1,014 62	2,098 01	6,939 93	
Sept....	3,918 14	1,019 13	913 15	1,932 28	5,850 42	
	65,427 89	10,317 44	16,853 22	27,170 66	92,598 55	

MONTH.	BURGAU.			SO. WASHINGTON.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October.	18 85	102 00	120 85	29 44	30 90	60 34
Nov....	13 58	91 55	105 13	28 14	49 80	77 94
Dec....	20 34	114 85	135 19	39 74	66 80	106 54
1875.						
January	8 12	57 60	65 72	10 70	17 35	28 05
Feb....	16 21	48 70	64 91	21 98	37 55	59 53
March..	14 53	49 25	63 78	35 94	20 95	56 89
April...	16 26	73 40	89 66	34 35	29 45	63 80
May....	25 16	39 05	64 21	28 87	33 60	62 47
June...	27 42	44 45	71 87	37 59	34 45	72 04
July....	24 38	28 55	52 93	33 02	53 50	86 52
August.	20 27	45 15	65 42	30 93	33 70	64 63
Sept....	17 94	33 75	51 69	16 99	38 85	55 84
	223 06	728 30	951 36	347 69	446 90	794 59

*Railroad at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1875.*

CASTLE HAYNE.			ROCKY POINT.		
Freight.	Passenger.	Total.	Freight.	Passenger.	Total.
9 84	22 15	31 99	42 82	119 90	162 72
31 10	26 55	57 65	29 93	124 50	154 43
27 09	29 45	56 54	33 68	272 50	306 18
11 56	19 06	30 62	28 43	145 35	173 78
46 56	33 15	79 71	36 30	109 35	145 65
28 05	29 10	57 15	78 63	107 05	185 68
49 14	14 05	63 19	41 84	100 15	141 99
59 33	26 15	85 48	35 98	75 55	111 53
17 06	19 30	36 36	35 63	74 95	110 58
80 30	32 90	113 20	29 82	96 40	126 22
7 70	27 02	34 72	19 30	107 85	127 15
69 99	13 80	83 79	44 18	78 15	122 33
437 72	292 68	730 40	456 54	1,411 70	1,868 24

LEESBURG.			DUPLIN ROADS.		
Freight.	Passenger.	Total.	Freight.	Passenger.	Total.
39 51	69 80	109 31	180 19	49 65	229 84
55 53	134 90	190 43	174 36	57 40	231 76
56 69	62 10	118 79	148 63	104 05	252 68
26 86	74 30	101 16	62 14	54 00	116 14
46 37	32 10	78 47	96 06	76 20	172 26
29 52	30 67	60 19	119 97	69 90	189 87
53 19	42 65	95 84	161 07	42 95	204 02
63 84	41 25	105 09	96 28	32 95	129 23
50 29	43 10	93 39	109 01	34 95	143 96
59 13	35 85	94 98	116 99	70 60	187 59
45 61	49 50	95 11	109 13	46 70	155 83
32 59	51 80	84 39	154 04	74 05	228 09
559 13	668 02	1,227 15	1,527 87	713 40	2,241 27

*Statement showing the Earnings of the Wilmington & Weldon
for Mails &c.; from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	TEACHEY'S.			ROSE HILL.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October.	53 54	73 65	127 19	2 59	29 25	31 84
Nov....	35 80	35 75	71 55	6 35	19 25	25 60
Dec....	36 04	18 40	54 44	14 99	38 45	53 44
1875.						
January	17 63	17 65	35 28	2 82	21 55	24 37
Feb...	31 15	21 20	52 35	7 59	11 30	18 89
March..	22 48	35 00	57 48	1 70	13 35	15 05
April...	32 86	32 05	64 91	0 00	12 60	12 60
May...	30 56	25 85	56 41	2 68	10 70	13 38
June...	25 58	19 40	44 98	63	12 80	13 43
July....	34 96	17 45	52 41	2 11	15 40	17 51
August..	29 08	18 30	47 38	2 93	10 05	12 98
Sept....	32 39	19 45	51 84	0 00	8 05	8 05
	382 07	334 15	716 22	44 39	202 75	247 14

MONTH.	BOWDEN'S.			FAISON'S.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October.	21 92	9 05	30 97	207 28	95 15	302 43
Nov....	6 75	10 55	17 30	340 58	157 96	498 54
Dec....	17 47	18 30	35 77	229 32	194 00	423 32
1875.						
January	5 46	5 20	10 66	119 84	115 60	235 44
Feb....	15 46	5 25	20 71	187 04	55 53	242 57
March..	14 74	4 80	19 54	248 02	88 24	336 26
April...	40 61	10 35	50 96	456 16	43 60	499 76
May....	6 29	4 50	10 79	177 06	54 00	231 06
June...	8 60	70	9 30	141 48	22 66	164 14
July....	7 75	6 95	14 70	131 18	54 05	185 23
Aug....	11 11	4 40	15 51	117 93	73 15	191 08
Sept....	12 56	9 26	21 82	336 05	80 40	416 45
	168 72	89 31	258 03	2,691 94	1,034 34	3,726 28

*Railroad at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1875.*

MAGNOLIA.			WARSAW.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
290 63	245 15	535 78	434 26	188 75	623 01
320 13	174 40	494 53	536 45	215 45	751 90
267 46	277 65	545 11	339 38	408 50	747 88
214 78	161 00	375 78	210 82	201 35	412 17
226 64	157 45	384 09	360 51	150 60	511 11
415 98	195 47	611 45	695 60	133 65	829 25
350 07	177 85	527 92	643 44	85 00	728 44
243 88	93 44	337 32	317 71	143 80	461 51
193 47	7 30	200 77	274 74	81 10	355 84
218 23	3 40	221 63	239 96	115 95	355 91
241 92	15 35	257 27	228 72	128 80	357 52
351 80	77 10	428 90	432 94	109 15	542 09
3,334 99	1,585 56	4,920 55	4,714 53	1,962 10	6,676 63

GOLDSBORO'.

Freight.	PASSENGER.			Total.
	Through.	Local.	Total Pas- senger.	
4,764 97	132 10	1,047 73	1,179 83	5,944 80
3,658 95	156 20	1,311 44	1,467 64	5,126 59
4,125 42	243 81	1,942 79	2,186 60	6,312 02
2,784 22	193 42	1,662 40	1,855 82	4,640 04
3,764 75	143 64	716 29	859 93	4,624 68
6,112 27	142 25	873 40	1,015 65	7,127 92
3,763 21	132 19	1,016 50	1,148 69	4,911 90
1,797 01	197 41	802 71	1,000 12	2,797 13
1,443 98	143 07	822 37	965 44	2,409 42
994 78	101 72	712 93	814 65	1,809 43
1,522 53	182 44	701 41	883 85	2,406 38
2,650 99	242 88	812 21	1,055 09	3,706 08
37,383 08	2,011 13	12,422 18	14,433 31	51,816 39

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	MT. OLIVE.			DUDLEY.		
	Freight.	Passen ger.	Total.	Freight.	Passen ger.	Total.
1874.						
October	332 71	77 95	410 66	97 37	44 90	142 27
Nov'ber.	234 71	134 70	369 41	35 09	43 35	78 44
Dec....	186 97	138 35	325 32	79 10	85 40	164 50
1845.						
Jan	138 37	76 95	215 32	31 00	62 30	93 30
Feb....	223 03	85 85	308 88	97 57	58 45	156 02
March..	373 01	41 45	414 46	174 01	39 05	213 06
April...	295 89	59 55	355 44	156 61	43 55	200 16
May... .	123 65	61 95	185 60	114 18	27 50	141 68
June. . .	105 68	39 25	144 93	70 28	32 80	103 08
July....	104 00	58 15	162 15	42 35	38 29	80 55
August..	83 27	97 30	180 57	37 75	40 10	77 85
Sept.....	322 24	105 35	427 59	68 61	32 85	101 46
	2,523 53	976 80	3,500 33	1,003 92	548 45	1,552 37

MONTH	BLACK CREEK.			WILSON.		
	Freight.	Passen ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
Oct . .	106 30	32 10	138 40	1,874 96	578 40	2,453 36
Nov . .	99 64	72 85	172 49	1,283 53	449 27	1,732 80
Dec... .	89 00	59 60	148 60	1,459 99	776 05	2,236 04
1875.						
Jan, . .	125 42	28 95	154 37	1,520 07	411 10	1,931 17
Feb . .	108 38	21 80	130 18	1,684 13	327 90	2,012 03
March.	220 38	20 10	240 48	2,874 40	309 60	3,184 00
April .	226 47	15 05	241 52	2,006 61	342 95	2,349 56
May... .	72 34	18 35	90 69	1,078 59	408 50	1,487 09
June . .	56 09	25 15	81 24	866 73	359 40	1,226 13
July... .	60 79	25 80	86 59	750 20	352 35	1,102 55
Aug... .	44 92	30 60	75 52	1,066 02	433 30	1,499 32
Sept... .	139 96	18 50	158 46	1,857 61	292 90	2,150 51
	1,349 69	368 85	1,718 54	18,322 84	5,041 72	23,364 56

*Railroad at each Agency; also receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1875.*

PIKEVILLE.			FREMONT.		
Freight.	Passen ger.	Total.	Freight.	Passenger.	Total.
41 71	16 35	58 06	347 80	119 60	467 40
39 18	9 90	49 08	353 45	106 85	460 30
41 76	54 65	96 41	218 54	233 65	452 19
73 10	24 85	97 95	230 30	78 65	308 95
73 88	16 25	90 13	368 63	73 45	442 08
100 43	11 05	111 48	663 83	78 50	742 33
72 56	7 35	79 91	229 46	53 60	283 06
32 16	23 05	55 21	171 94	86 00	257 94
13 32	17 30	30 62	209 62	57 40	267 02
9 97	23 20	33 17	92 48	52 35	144 83
4 56	7 20	11 76	146 61	42 30	188 91
9 61	9 60	19 21	203 01	26 65	229 66
512 24	220 75	732 99	3,235 67	1,009 00	4,244 67

TOISNOT.			SHARPSBURG.		
Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
541 87	38 25	580 12	131 11	9 37	140 48
368 28	81 00	449 28	55 46	11 95	67 41
413 88	160 15	574 03	70 64	23 90	94 54
284 39	70 20	354 59	51 18	17 05	68 23
502 04	57 60	559 64	41 45	11 40	52 85
468 76	44 25	513 01	37 39	11 40	48 79
871 70	28 90	900 60	89 01	9 55	98 56
281 42	76 25	357 67	32 39	3 95	36 34
278 05	45 70	323 75	33 49	10 15	43 64
217 94	48 90	266 84	36 46	9 05	45 51
297 64	77 55	375 19	24 89	7 50	32 39
641 51	60 35	701 86	48 47	12 95	61 42
5,167 48	789 10	5,956 58	651 94	138 22	790 16

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	TARBORO'.				
	Freight.	PASSENGER			Total.
		Through.	Local.	Total Pas- senger.	
1874.					
October	1,263 75	48 70	978 17	1,026 87	2,290 62
Nov'ber.	1,459 19	31 35	796 94	828 29	2,287 48
Dec....	1,138 31	79 80	1,003 75	1,083 55	2,221 86
1875.					
Jan ...	1,550 51	85 50	1,339 50	1,425 00	2,975 51
Feb	1,317 53	79 80	774 20	854 00	2,171 53
March...	1,982 26	116 85	884 30	1,001 15	2,983 41
April ..	1,577 22	71 25	655 10	726 35	2,303 57
May ...	575 95	65 20	787 60	852 80	1,428 75
June...	627 36	94 89	701 70	796 59	1,423 95
July...	971 80	105 95	705 75	811 70	1,783 50
Aug...	1,018 59	158 89	673 45	832 34	1,850 93
Sept....	1,783 90	108 00	700 70	808 70	2,592 60
	15,266 37	1,046 18	10,001 16	11,047 34	26,313 71

MONTH.	HITAKER'S.			ENFIELD.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October	315 72	212 55	528 27	720 65	458 81	1,179 46
Nov'ber.	244 72	48 45	293 17	592 55	192 22	784 77
Dec....	261 09	133 30	394 39	762 34	306 79	1,069 13
1875.						
Jan	215 55	69 80	285 35	470 01	135 10	605 11
Feb	262 79	36 51	299 30	551 39	109 19	660 58
March...	832 88	32 85	865 73	883 10	110 01	993 11
April ..	509 94	39 78	549 72	768 28	93 45	861 73
May ...	250 78	40 14	290 92	593 40	206 32	799 72
June...	199 91	27 75	227 66	457 74	157 54	615 28
July....	208 79	31 43	240 22	399 46	224 59	624 05
August.	164 74	51 15	215 89	454 58	221 04	675 62
Sept...	396 47	44 88	441 35	740 88	180 52	921 40
	3,863 38	768 59	4,631 97	7,394 38	2,395 58	9,789 96

*Railroad at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1875.*

ROCKY MOUNT.			BATTLEBORO.'		
Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1,152 85	521 35	1,674 20	391 05	225 70	616 75
766 72	372 40	1,139 12	189 61	73 40	263 01
843 14	698 30	1,541 44	249 84	139 45	389 29
1,144 09	402 45	1,546 54	230 32	64 25	294 57
1,090 43	234 10	1,324 53	458 20	35 95	494 15
1,684 95	255 10	1,940 05	609 18	36 95	646 13
1,158 55	199 10	1,357 65	620 67	40 45	661 12
634 87	249 90	884 77	242 36	86 10	328 46
559 38	263 45	822 83	145 17	56 10	201 27
529 09	213 50	742 59	157 01	41 65	198 66
568 66	322 10	890 76	212 08	83 65	295 73
911 26	256 15	1,167 41	505 14	66 50	571 64
11,043 99	3,987 90	15,031 89	4,010 63	950 15	4,960 78

HALIFAX.

Freight.	Passenger.	Total.
247 67	230 55	478 22
159 24	170 14	329 38
194 37	149 23	343 60
92 18	90 40	182 58
180 73	69 40	250 13
254 32	71 05	325 37
232 74	75 14	307 88
122 09	102 90	224 99
122 26	87 76	210 02
109 23	55 14	164 37
100 00	72 65	172 65
246 86	51 10	297 96
2,061 69	1,225 46	3,287 15

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	ELDON.				
	Freight.	PASSENGER.			Total.
		Through.	Local.	Total Pas- senger.	
1874.					
October	4,089 56	53 92	1,350 92	1,404 84	5,494 40
Nov'ber.	4,322 92	28 16	1,049 40	1,077 56	5,400 48
Dec....	3,152 86	62 78	957 25	1,020 03	4,172 89
1875.					
Jan....	2,066 13	132 14	597 75	729 89	2,796 02
Feb... ..	1,616 42	86 83	541 70	628 53	2,244 95
March..	1,787 18	50 93	541 70	592 63	2,379 81
April . .	1,507 29	24 96	575 95	600 91	2,108 20
May....	979 88	34 19	635 65	669 84	1,649 72
June ...	766 79	9 44	423 10	432 54	1,199 33
July ...	638 85	51 75	551 30	603 05	1,241 90
August..	648 47	57 03	564 95	621 98	1,270 45
Sept....	1,125 24	24 49	663 60	688 09	1,813 33
	22,701 59	616 62	8,453 27	9,069 89	31,771 48

MONTHS.	W., C. & A. R. R.	S. & R. R. R.	Union Depot.	United States.
	Freight.	Freight.	Freight.	Transporta- tion.
1875.				
October..	7,715 62	26,055 18	623 04	238 08
Novemb'r	4,431 12	21,859 15	321 15	.....
December	4,578 60	17,086 41	353 76	.....
1875.				
January. .	3,245 74	11,731 57	199 74	.....
February.	3,813 28	7,284 32	281 38	.....
March....	5,690 01	5,850 49	824 42	.....
April....	5,162 72	3,729 91	760 16	2 93
May.....	3,493 85	2,800 94	353 98	.....
June.....	5,232 06	3,395 75	491 09	.....
July.....	3,591 46	2,524 82	481 68	.....
August..	5,023 52	2,501 27	667 25	.....
Septemb'r	9,461 24	13,999 68	1,321 49	669 26
	61,439 22	118,819 49	6,679 14	910 27

*Railroad at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1875.*

United States.	Ticket Sales by Other Roads.	Express Co. Freight.	Conductors AND Special Trains. Collections.	Total.
Mail				
2,078 75	6,888 65	617 71	1,890 35	81,001 20
2,078 75	12,720 54	734 40	4,078 70	79,352 97
2,078 75	4,127 75	915 43	3,682 11	69,965 47
2,078 75	9,627 05	566 72	2,542 80	55,892 79
2,078 75	9,693 90	526 17	1,884 65	50,077 39
2,078 75	11,696 56	672 37	1,822 30	59,981 80
2,078 75	11,496 09	565 57	1,782 95	52,223 17
2,078 75	7,241 36	789 15	2,369 42	37,812 06
9,477 23	4,266 32	692 53	1,783 30	40,891 11
2,407 16	4,805 95	376 55	1,834 13	32,740 17
2,407 16	5,061 49	247 71	1,845 90	36,338 75
2,891 18	5,161 60	414 27	2,634 10	59,860 46
33,812 73	92,787 26	7,118 58	28,150 71	656,137 34

TOTAL EARNINGS.

From Freight.....	403,746 81
“ Passengers—Local.....	103,770 32
“ “ —Through.....	106,778 63—
“ Mails.....	33,812 73
“ Southern Express.....	7,118 58
“ United States	910 27
	<hr/>
	\$656,137 34

F. H. GORDON,
Auditor.

*Statement showing the Receipts of the Wilmington, Columbia and
Passengers; also embracing Receipts from United States,
Tickets by other Roads, for the Fiscal*

MONTH.	WILMINGTON.				
	UNION DEPOT.			EAGLE ISLAND.	Total.
	PASSENGER.				
	Through	Local.	Total.	Freight.	
1874.					
October..	469 21	835 69	1,304 90	19,183 27	20,488 17
Novemb'r	421 92	921 81	1,343 73	15,625 73	16,969 46
Decemb'r	747 83	1,239 93	1,987 76	15,031 99	17,019 75
1875.					
January .	848 22	1,763 70	2,611 92	9,627 64	12,239 56
February	471 84	828 95	1,300 79	8,885 54	10,186 33
March	346 01	810 88	1,156 89	8,064 35	9,221 24
April	222 64	663 66	886 30	8,992 28	9,878 58
May	251 16	540 00	791 16	9,666 37	10,457 53
June.	434 03	419 18	553 21	9,120 58	9,673 79
July	111 54	550 86	662 40	9,345 96	10,008 36
August...	151 91	697 81	849 72	9,782 76	10,632 48
Septmb'r.	124 48	690 03	814 51	9,713 16	10,527 67
	4,300 79	9,962 50	14,263 29	133,039 63	147,302 92

MONTH.	WHITEVILLE.			FAIR BLUFF.		
	Freight	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October..	68 59	82 05	150 64	43 97	72 05	116 02
Novemb'r	115 01	63 10	178 11	47 36	77 28	124 64
Decemb'r	49 83	184 55	234 38	124 18	98 90	223 08
1875.						
January...	38 14	160 35	198 49	55 42	162 75	218 17
February	100 96	63 00	163 96	77 69	122 15	199 84
March...	109 41	156 88	266 29	146 34	116 67	263 01
April.....	129 50	40 65	170 15	97 82	64 35	162 17
May	60 32	61 45	121 77	98 92	120 47	219 39
June... ..	74 11	39 70	113 81	111 36	48 15	159 51
July.....	82 87	105 60	188 47	154 55	114 30	268 85
August...	73 19	62 65	135 84	90 60	91 95	182 55
Septmb'r.	40 53	160 15	200 68	153 14	92 80	245 94
	942 46	1,180 13	2,122 59	1,201 35	1,181 82	2,383 17

Augusta Rail Road Company at each Agency, from Freights and Express, Conductors, Minor Sources, and Sales of Through Year ending September 30th, 1875.

BRINKLEY'S.			FLEMINGTON.		
Freight.	Passen- ger.	Total.	Freight.	Passenger.	Total.
.....	18 70	18 70	779 88	43 35	823 23
25	36 60	36 85	235 27	32 30	267 57
2 40	17 50	19 90	91 00	73 60	164 60
.....	14 75	14 75	31 25	38 70	69 95
25	18 20	18 45	294 41	51 41	345 82
1 50	16 25	17 75	172 09	63 87	235 96
29 25	22 10	51 35	866 91	23 46	890 37
1 90	9 05	10 95	222 46	23 25	245 71
50	18 60	19 10	531 08	15 76	546 84
25	29 40	29 65	202 79	68 05	270 84
.....	33 35	33 35	94 83	93 40	188 23
.....	41 30	41 30	173 40	61 35	234 75
36 30	275 80	312 10	3,695 37	588 50	4,283 87

NICHOLS.			MULLIN'S.		
Freight.	Passen- ger.	Total.	Freight.	Passenger.	Total.
147 42	36 80	184 22	80 30	50 25	130 55
55 66	43 30	98 96	49 84	20 05	69 89
73 93	217 70	291 63	122 85	118 00	240 85
191 79	44 80	236 59	176 20	43 90	220 10
247 73	58 85	306 58	229 61	29 65	259 26
275 84	77 55	353 39	183 10	33 05	216 15
174 66	16 30	190 96	177 31	17 20	194 51
88 25	24 25	112 50	91 97	16 80	108 77
72 74	15 91	88 65	30 08	14 55	44 63
88 27	25 90	114 17	46 15	36 95	83 10
79 57	41 20	120 77	54 76	37 99	92 75
142 15	95 40	237 55	76 64	45 35	121 99
1,638 01	697 96	2,335 97	1,318 81	463 74	1,782 55

*Statement showing the Receipts of the Wilmington, Columbia and
Passengers; also embracing Receipts from United States,
Tickets by other Roads, for the Fiscal*

MONTH.	MARION.			
	Freight.	Through Passenger.	Local Passenger.	Total.
1874.				
October..	1,034 53	6 00	207 25	1,247 78
Novemb'r	775 39	1 50	169 35	946 24
Decemb'r	969 52	20 00	467 88	1,457 40
1875.				
January..	1,186 68	14 00	295 68	1,496 36
February.	1,504 88	2 00	225 93	1,732 81
March....	1,151 52	.....	208 85	1,360 37
April....	912 22	31 00	203 53	1,146 75
May.....	448 13	14 16	168 42	630 71
June. . .	443 02	.....	94 91	537 93
July.....	387 31	.....	398 19	785 50
August...	722 64	.....	392 61	1,115 25
Sept.....	1,720 22	.....	340 99	2,061 21
	11,256 06	88 66	3,173 59	14,518 31

MONTH.	FLORENCE.				EBENEZER.		
	Freight	Through Passenger.	Local Passenger.	Total.	Freight	Passenger.	Total.
1874.							
October..	110 16	76 35	627 00	813 51	35 56	34 90	70 46
Novemb'r	84 05	69 32	927 35	1,080 72	19 06	19 78	38 84
Decemb'r	136 40	156 32	1,314 60	1,607 32	24 56	76 20	100 76
1875.							
January..	124 75	95 96	877 00	1,097 71	27 63	32 70	60 33
February	155 92	55 50	549 44	760 86	90 11	1 55	91 66
March....	103 84	108 89	424 55	637 28	63 53	20 13	83 66
April....	63 88	120 50	396 21	580 59	51 28	1 85	53 13
May.....	70 64	48 26	374 30	493 20	34 38	6 40	40 78
June.....	35 13	40 15	305 00	380 28	18 69	20 20	38 89
July.....	29 71	105 59	563 30	698 60	31 80	20 05	51 85
August...	67 62	109 67	532 25	709 54	22 34	28 63	50 97
Sept.....	195 29	119 00	532 58	846 87	52 09	14 95	67 04
	1,177 39	1,105 51	7,423 58	9,706 48	471 03	277 34	748 37

Augusta Rail Road Company at each Agency, from Freights and Express, Conductors, Minor Sources, and Sales of Through Year ending September 30th, 1875.

PEE DEE.			MARS BLUFF.		
Freight.	Passen- ger.	Total.	Freight.	Passenger.	Total.
34 61	20 80	55 41	185 24	130 55	315 79
4 34	21 75	26 09	83 07	101 40	184 47
11 61	47 85	59 46	139 68	178 75	318 43
94 25	24 35	118 60	156 58	110 25	266 83
12 35	21 85	34 20	171 06	92 76	263 82
51 64	17 35	68 99	168 38	92 77	261 15
2 98	4 84	7 82	145 80	59 12	204 92
4 46	8 80	13 26	86 60	40 85	127 45
5 42	2 35	7 77	127 60	26 03	153 63
15 51	18 84	34 35	59 78	76 10	135 88
14 52	33 09	47 61	198 19	90 10	288 29
49 42	23 20	72 62	285 73	88 10	373 83
301 11	245 07	546 18	1,807 71	1,086 78	2,894 49

TIMMONSVILLE.			CARTERSVILLE.		
Freight.	Passen- ger.	Total.	Freight.	Passenger.	Total.
333 81	132 70	466 51	127 16	.....	127 16
336 63	217 75	554 38	119 41	8 00	127 41
325 12	228 05	553 17	74 65	34 20	108 85
597 41	133 80	731 21	72 47	43 38	114 85
726 28	95 15	821 43	175 06	9 25	184 31
589 97	67 45	657 42	206 65	26 05	232 70
408 45	68 40	476 85	60 10	8 20	68 30
238 95	56 92	295 87	35 56	9 05	44 61
188 12	49 10	237 22	38 61	9 50	48 11
216 07	120 60	336 67	25 42	13 70	39 12
424 04	200 65	624 69	45 54	22 15	67 69
756 83	138 17	895 00	87 34	24 75	112 09
5,141 68	1,508 74	6,650 42	1,067 97	207 23	1,275 20

*Statement showing the Receipts of the Wilmington, Columbia and
Passengers; also embracing Receipts from United States,
Tickets by other Roads, for the Fiscal*

MONTH.	LYNCHBURG.			MAYESVILLE.		
	Freight	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October..	364 15	111 70	475 85	416 07	92 97	509 04
Novemb'r	319 71	131 45	451 16	270 05	210 24	480 29
Decemb'r	379 06	187 11	566 17	304 80	175 75	480 55
1875.						
January..	333 59	105 88	439 47	342 53	102 30	444 83
February.	990 19	77 25	1,067 44	395 76	39 61	435 37
March...	686 83	77 78	764 61	368 53	59 60	428 13
Aprii.....	376 64	18 05	394 69	335 61	17 45	353 06
May.....	239 90	28 35	268 25	156 49	39 72	196 21
June.....	237 29	50 90	288 19	276 63	53 35	329 98
July.....	181 54	78 20	259 74	188 09	82 94	271 03
August..	259 75	86 70	346 45	218 73	82 59	301 32
Sept.....	* 561 59	74 35	635 94	557 30	118 25	675 55
	4,930 24	1,027 72	5,957 96	3,830 59	1,074 77	4,905 36

MONTH.	ACTON.			GROVEWOOD.		
	Freight	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1874.						
October..	56 99	59 90	116 89	54 64	39 60	94 24
Novemb'r	81 44	30 15	111 59	50 40	25 35	75 75
Decemb'r	71 41	106 10	177 51	48 62	93 22	141 84
1875.						
January..	68 44	36 20	104 64	78 21	55 20	133 41
February	148 21	37 55	185 76	152 65	28 43	181 08
March....	157 82	58 13	215 95	135 65	33 00	168 65
April.....	167 53	20 92	188 45	152 28	39 60	191 88
May.....	113 04	38 45	151 49	80 91	22 20	103 11
June.....	67 54	28 70	96 24	71 96	13 60	85 56
July.....	77 82	75 40	153 22	80 03	64 15	144 18
August..	71 47	104 55	176 02	40 85	47 10	87 95
Sept.....	82 63	35 15	117 78	97 36	52 55	149 91
	1,164 34	631 20	1,795 54	1,043 56	514 00	1,557 56

Augusta Rail Road Company at each Agency, from Freights and Express, Conductors, Minor Sources, and Sales of Through Year ending September 30th, 1875.

SUMTER.				WEDGEFIELD.		
Freight.	Thro'h Passen- ger.	Local Passen- ger.	Total.	Freight.	Passen- ger.	Total.
2,366 95	4 00	269 00	2,639 95	57 25	58 00	115 25
1,817 02	....	419 30	2,236 32	65 02	34 20	99 22
2,090 32	25 22	533 85	2,649 39	71 83	82 55	154 38
1,684 45	.....	369 35	2,053 80	44 38	76 65	121 03
2,190 21	.....	284 10	2,474 31	101 50	52 60	154 10
2,191 13	8 25	268 50	2,467 88	159 09	39 95	199 04
1,446 99	8 25	34 35	1,489 59	104 17	20 65	124 82
1,125 63	9 40	8 95	1,143 98	41 55	59 45	101 00
1,076 09	1 65	42 70	1,120 44	29 10	57 20	86 30
979 16	50 03	392 40	1,421 59	68 81	70 65	139 46
1,160 49	61 45	351 25	1,573 19	81 40	51 45	132 85
2,929 85	40 45	378 24	3,348 54	61 39	76 65	138 04
21,058 29	208 70	3,351 99	24,618 98	885 49	680 00	1,565 49

COLUMBIA.				Union Depot.	North Eastern Railroad.
Freight.	Through Passen- ger.	Local Passen- ger.	Total.	FREIGHT.	FREIGHT.
1,556 80	283 98	804 10	2,644 88	14 38	9,838 69
1,255 11	154 10	764 25	2,173 46	14 22	7,712 65
1,758 61	248 89	1,004 63	3,012 13	12 07	7,764 18
1,423 14	190 75	705 51	2,319 40	217 42	3,987 50
1,968 34	167 81	561 94	2,698 09	132 00	3,101 74
2,094 38	348 41	597 45	3,040 24	152 85	1,870 52
1,836 03	349 65	490 73	2,676 41	120 11	1,648 61
1,339 67	187 32	326 60	1,853 59	18 77	1,407 13
816 61	252 12	516 70	1,585 43	14 68	2,512 94
887 90	299 50	625 45	1,812 85	67	1,398 48
1,546 57	371 96	462 70	2,381 23	10 92	1,197 68
3,004 16	478 66	554 45	4,037 27	17 70	4,780 26
19,487 32	3,333 15	7,414 51	30,234 98	725 79	47,220 38

*Statement showing the Receipts of the Wilmington, Columbia and
Passengers; also embracing Receipts from United States,
Tickets by other Roads, for the Fiscal*

MONTH.	Cheraw & Darlington R. R.	Wil. & Weldon R. R.	Pee Dee Steamers.	Wateree Steamers.	C. C. & A. R. R.
	FREIGHT.	FREIGHT.	FREIGHT.	FREIGHT.	FREIGHT.
1874.					
October..	653 88	11,139 39	140 11	11 71	8,748 36
Novemb'r	449 74	8,314 49	96 25	15 50	4,532 12
Decemb'r	573 47	7,158 74	100 65	.....	4,432 71
1875.					
January..	367 99	5,908 69	97 52	1 38	6,259 76
February	537 99	5,112 39	162 79	61 16	6,092 17
March...	953 64	2,951 58	431 70	46 19	8,604 61
April....	728 16	2,504 37	235 10	28 63	6,127 25
May.....	546 86	1,294 71	118 92	49 29	3,581 87
June.....	503 06	1,395 11	83 94	49 30	3,263 11
July.....	395 14	888 59	69 51	58 78	3,462 70
August..	475 65	657 16	130 29	162 43	4,737 93
Sept.	1,168 93	11,794 63	322 32	229 23	7,158 68
	7,354 51	59,119 85	1,989 10	713 60	67,001 27
MONTH.	Minor Sources.	United States.	Conductors' Collections.	GRAND TOTAL.	
		MAILS.			
1875.					
October..	134 65	2,055 25	3,229 90	75,412 53	
Novemb'r	775 00	2,055 25	3,651 13	62,421 55	
Decemb'r	102 56	2,055 25	4,371 74	60,711 93	
1875.					
January..	344 03	2,055 25	3,528 10	53,901 22	
February	164 94	2,055 25	2,301 78	51,538 77	
March....	84 98	2,055 25	2,600 35	51,099 21	
April....	265 25	2,055 25	1,977 96	44,519 46	
May.....	1,970 73	2,055 25	2,111 00	34,983 23	
June.....	51 86	3,137 28	1,821 86	31,661 11	
July.....	1,448 42	2,100 95	1,013 60	31,956 66	
August..	148 68	2,100 95	881 20	34,498 79	
Sept.....	3,159 69	2,100 95	894 07	60,892 21	
	8,650 79	25,882 13	28,382 69	\$593,596 67	

Augusta Rail Road Company at each Agency, from Freights and Express, Conductors, Minor Sources, and Sales of Through Year ending September 30th, 1875.

So. Ca. R. R.	Greenville & Columbia R. R.	Southern Express Company.	Sale of Through Tickets by other Roads.	Government Transportation.
FREIGHT.	FREIGHT.			
59 91	1,052 45	360 03	6,369 57	.....
121 54	699 78	394 01	7,258 45	.....
79 56	628 27	496 45	3,354 73	.....
15 08	607 38	283 31	7,527 73	.....
131 46	586 10	264 20	7,094 99	1,174 33
118 16	914 40	354 97	8,800 15	.....
142 95	604 80	268 80	8,313 57	3 30
73 81	280 32	242 47	4,476 85	15 12
39 08	181 35	204 13	2,761 11	.....
19 58	125 84	191 21	3,535 71	.....
.....	.....	151 07	4,368 97	186 84
.....	.....	307 87	3,816 31	.....
801 13	5,680 69	3,518 52	67,678 14	1,379 59

RECAPITULATION.

Freight.....	\$406,101 03
Passengers:	
Through.....	\$76,714 95
Local.....	71,349 66
	<hr/>
	\$148,064 61
United States Mail.....	25,882 13
Transportation of United States Troops and Freight.....	1,379 59
Express Freight.....	3,518 52
Minor Sources.....	8,650 79
	<hr/>
	\$593,596 67

F. H. GORDON,
Auditor.



